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THIS IS UNEVALUATED INFORMATION 1. The TUSHING (37°25' E/55°49' N) airfield was located immediate- ly south of the NGCG-KRANGGGREX (37°20' E/55°49' N) road, about 1½ miles west of the road tunnol under the NGCKYa-Wolgs Canal. The field was bordered by the NGCKYa-Wolgs 25X1			ED								$\frac{1}{25X1}$
1. The TUCHINO (37°25' E/55°49' N) airfield was located immediate—ly south of the MCCCCT-KRANNOGOACK (37°20' E/55°49' N) road, about 1½ miles west of the road tunnel under the Mcckva-Volga Cenal. The field was bordered by the Mcckva-Wolga Cenal. The field was always radiated from a large circular concrete area at the western edge of the field to its southeastern and northeastern edge of the field. 3. There was always intensive flying at the field, particularly on occasion of the various air shows. 4. The airfield located south of TUCHINO and north of the Mcckva-River (see Annex) had an E-/ concrete runway and a taxiwey running along the northern edge of the field. Measured from east to west the field was notut 10,000 feet long. Four hangers and a repair hanger were located at the northeastern edge of the field. 5. The field was not permanently occupied. Most of the aircraft arrived from the fields located around NCCCCV. Slow twinengine commercial aircraft also landed at the field. The aircraft in the size of the Mc-llO with two propellers were observed in the summer of 1947; the aircraft spouted a long jet of fire from the rear of the fuselage." The two planes climbed at an angle of about 70° and collided in the air, causing the	D.	ATE OF	INFO.		-			25X1	25X1		
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25X1 and about 5,000 feet N-S. Three runways radiated from a large circular concrete area at the western edge of the field to its southeastern and northeastern corners as well as to its eastern border. A wide concrete strip ran along the eastern side of the field. 3. There was always intensive flying at the field, particularly on occasion of the various air shows. 4. The airfield located south of TUCHINO and north of the Moskva River (see Annex) had an E-I concrete runway and a taxiway running along the northern edge of the field. Heasured from east to west the field was about 10,000 feet long. Four hangars and a repair hangar were located at the northeastern edge of the field. 5. The field was not permanently occupied. Most of the aircraft arrived from the fields located around NOSCOW. Slow twinengine commercial aircraft also landed at the field. "Two aircraft in the size of the Me-IIO with two propellers were observed in the summer of 1947; the aircraft spouted a long jet of fire from the rear of the fuselage." The two planes climbed at an angle of about 70° and collided in the air, causing the		1	ly. s abou	outh o	f the iles	020II west	OW-KRASN of the r	ogokek (3 oad tunne	37°20' :	E/55°49' N) ro r the Moskva-N	oad, Volga
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Comment:

The observations made in the summer of 1947 confirm experiments with booster rockets, which in this case seem to have been installed in a rocket power plant. Planes of type Pe-2 seem to have been used for these experiments, since this type of aircraft is most frequently compared with the Me-110

It is assumed that the TUSHINO field is not permanently occupied by an air unit. It is probably used only as a test and demonstration field.

1 Annex: Airfield of MCSCOW-TUSHINO, Moscow Oblast, Moscow MD

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ATTACHMENT

Airfield of Moscow-Tushino, Moscow Oblast, Moscow MD

Legend: 1 Runway 2345 Hangars Repair hangar Fuel dump Fuel dump FW Camp No. 7466/1 Molotov Aircraft Plant Subsidiary plant of the Molotov Aircraft Flant Streetcar line Cu CONFIDENTIAL